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Recent Works on Transportation.

Ripley, W. Z. (Ed.). *Railway Problems.* Pp. xxii, 686. Price, \$2.25. Boston: Ginn & Co., 1907.

Parsons, Frank. *The Railways, the Trusts and the People.* Pp. v, 544. Price, \$1.50. Philadelphia: C. F. Taylor, 1906.

Parsons, Frank. *The Heart of the Railroad Problem.* Pp. viii, 364. Price, \$1.50. Boston: Little, Brown & Co., 1906.

Meyer, B. H. *A History of the Northern Securities Case.* Pp. 132. Price, 60 cents. Madison: University of Wisconsin, 1906.

Webb, Walter Loring. *The Economics of Railroad Construction.* Pp. viii, 339. Price, \$2.50. New York: John Wiley & Sons, 1906.

McClelland, C. P., and Huntington, C. C. *History of the Ohio Canals: Their Construction, Cost, Use and Partial Abandonment.* Pp. viii, 181. Columbus: Ohio State Archæological and Historical Society.

A collection of papers dealing with the various phases of the relation of the railways to the public was needed, and Professor Ripley has performed a valuable service in bringing out the volume on *Railway Problems*. The compilation of this set of papers was made for two purposes: "To render more easily accessible to the interested public valuable technical material upon the question of paramount interest and importance at the present time," and "also to facilitate the work of the college instructor in the economics of transportation." Professor Ripley does not intend the volume "to be used alone in the conduct of courses, but in connection with some standard treatise upon the economics of transportation."

The compendium comprises twenty-seven chapters, more than half of them consisting of slightly condensed reprints of the decisions of the Interstate Commerce Commission regarding relative and reasonable rates, the long and short haul clause, the southern and transcontinental rate systems and freight classifications. The first chapter following the introduction contains a valuable selection from Charles Francis Adams's book, "A Chapter of Erie." Among the other papers by individual investigators is one on "Standard Oil Rebates," by Miss Ida M. Tarbell, the "Building and Cost of the Union Pacific," by Henry K. White, the "Southern Railway and Steamship Association," by Henry Hudson, the "Theory of Railway Rates," by Professor F. W. Taussig, the "Northern Securities Company," by Professor B. H. Meyer, the "Interstate Commerce Act, as Amended in 1906," by Professor Frank H. Dixon, the "Doctrine of Judicial Review," by Dr. Harrison S. Smalley, and the "English Railway and Canal Commission of 1888," by Professor S. J. McLean. Professor Ripley has wisely included two of his own recent studies: "The Trunk Line Rate System" and "Economic Waste in Transportation."

Professor Ripley introduces the volume with an excellent analysis of the railway problem. He discusses briefly rebates, discrimination, pooling of traffic, the problems of reasonable rates, government regulation and European

experience. The significance of each of the chapters included in the compendium is made very clear by this admirable introduction to the volume.

"Railway Problems" is by far the best compendium of papers on railway transportation that has yet been made. Senior and graduate students in American universities, railway officials, and public officers, entrusted with the regulation of railroads, will all feel indebted to Professor Ripley for editing and publishing this volume.

The scope of Professor Parsons' volume, *The Railways, the Trusts and the People*, is concisely and accurately stated in the author's preface: "The book is in two parts. The first consists of twenty chapters full of vital facts from the railway history of the United States, showing the dangers and abuses that have developed and that have created the railroad problem of our day. The second part consists of ten chapters analyzing the railway problem, giving the history and results of various systems of railway management and control in other lands, discussing broad questions of policy, capitalization, safety, economy, rate making, treatment of employees, political, industrial and social effects of public and private railways, and the remedies that have been proposed for the abuses and difficulties that beset our transportation system in this country to-day. The second part, in short, aims at the causes and the remedies for the transportation ills described in the first part and further elucidated by the additional facts brought out in the second division of the work."

As a source of information Professor Parsons' volume is a rich mine. The author has acquired wide knowledge of his subject by extensive personal investigations in different parts of the United States and in numerous foreign countries. He has interviewed a great many prominent railroad and public officials; he has gone through the voluminous reports of public investigating commissions and committees, and he has attempted to summarize, in a single volume, this host of details acquired by his studies. The effort has been only partially successful, because of the author's inability to exclude all but the most important details. In his preface Professor Parsons speaks "of the great temptation pressing on a writer to tell all the strong facts he has at command, and the ease with which every one of the chapters in this book could be expanded into a volume." Those who read Professor Parsons' book will become convinced that the author has not been able to resist the temptation to include all facts that seem to him important. The result is that the book is wearisome to a degree. It is unfortunate that so valuable a work should suffer so from the author's lack of literary discretion.

The Heart of the Railroad Problem is an expansion of chapter three, dealing with "Discriminations" in the larger work on *The Railways, the Trusts and the People*. Each of the most striking forms of discrimination is given a separate brief chapter. The volume ends with a full and suggestive discussion of the remedies for railroad discriminations. This book, like the larger work, was completed early in 1906, shortly before the passage of the railway rate act of June 29, 1906. Had the volume appeared a few months

later the discussion in many instances would doubtless have been largely modified.

Professor Parsons states that "As these studies progressed, the writer became more and more convinced that the 'heart of the railroad problem' lies in the question of impartial treatment of shippers." This is a very true generalization, but is in no wise a new discovery. The author, however, should be given credit for understanding the railroad problem with great clearness. The author is widely known as an advocate of government ownership and operation of railroads, and his discussion of remedies naturally includes an argument for state ownership instead of public regulation. Professor Parsons states that "England, with her rigid control, has not been able to stamp out railroad abuses, and the lesson of English railroad legislation is that the subjecting of private railways to a public control, strong enough to accomplish any substantial elimination of discrimination and extortion, takes the life out of private railway enterprise along with its evils. Even Germany, with all the power its great government was compelled to exert, could not eliminate unjust discrimination until it nationalized the railways." Accordingly, the author believes that national ownership and operation of railways in the United States must be the ultimate solution of the railroad question in this country. As he suggests in the concluding paragraphs of his larger work on *The Railways, the Trusts and the People*: "The public must have a just and impartial service exercising public functions for the public good, and not for private profit. The only way to accomplish this is through public ownership under good political conditions. It is the only way to make railways do their full part in the production of true manhood and right human relationships; the only way to stop extortion and favoritism, and secure the due diffusion of wealth and power; the only way to establish the needful dominance of public interest in the field of transportation, and remove the antagonism of interest between the owners and the public which is the root of railway abuses."

Professor Parsons believes in radical methods. As a practical man, however, he is aware of the political difficulties in the way of the immediate nationalization of American railroads. He says: "This is a practical world, however, and the practical facts are that the difficulties in the way of public ownership of railways in this country at present are very great, and that much good may be accomplished by judicious regulation" (page 307). The final conclusion of the author is that "The economic and governmental changes necessary to make public ownership safe and successful constitute the essence of the ultimate railroad problem."

It is fortunate that the greatest attempt to effect railroad consolidation should have had so able a historian as Professor B. H. Meyer, now a member of the State Railroad Commission of Wisconsin. Professor Meyer's monograph on *The Northern Securities Case* was begun in 1903, and the first six chapters were ready for the printer in January, 1904. Those chapters take the history of the holding company through its formation and its experience in the United States Circuit Court. The first decision of the Supreme Court was rendered in March, 1904, but the final decree by that court was not made until

March, 1905. The last four chapters of the monograph were written after the final decision of the Supreme Court, and cover the history of the Northern Securities Case in the Supreme Court, and in the two circuit courts to which Harriman and his associates resorted for the purpose of preventing the carrying out of President Hill's plan of winding up the affairs of the Northern Securities Company.

Professor Meyer's monograph consists chiefly of a summary of, and brief commentary upon, the record of the Northern Securities Company in each of the courts where the case was tried. The decision of each court is also summarized. At the beginning of the monograph there is a list of the records, briefs and decisions in connection with each trial. These are the sources of information drawn upon by Professor Meyer. There are ten appendices which include a number of instructive documents.

It is interesting to note that Professor Meyer's exhaustive study of the application of the Sherman Anti-Trust Act to the Northern Securities Company leads him to conclude that the act ought to be amended so as not to apply to railroads. His conclusion on this subject is as follows: "I also wish to repeat, what I have expressed before, that I regard the application to railroads of the Sherman Anti-Trust Law, of 1890, as one of the gravest errors in our legislative history. It is demonstrable that if railway companies had been permitted to co-operate with one another under the supervision of competent public authority, and the Trans-Missouri and Joint Traffic cases had never been decided, the railway situation in the United States would to-day be appreciably better than it is. However, this is speculation. Nevertheless, even to-day some legislation which will enable companies to act together under the law, as they now do quietly among themselves outside of the law, is imperative. The American public seems to be unwilling to admit that agreements will and must exist, and that it has a choice between regulated agreements and unregulated extra-legal agreements. We should have cast away more than fifty years ago the impossible doctrine of protection of the public by railway competition."

Mr. Walter Loring Webb, formerly assistant professor of civil engineering at the University of Pennsylvania, has endeavored to present the *Economics of Railroad Construction* briefly within the compass of a volume of 339 pages. The book is written particularly for students taking engineering courses, and will doubtless be appreciated by teachers who desire to give engineering classes a general survey of the problems which have to be considered by those who are concerned with the location, construction and operation of railroads.

The book is divided into three parts, dealing in turn with the financial and legal elements of the problem, the operating elements, and the physical elements. The first part of the book contains a very partial summary of the facts regarding statistics, organization, capitalization, valuation and volume of traffic of railroads. This part of the book deals with what economists have come to call railroad economics. It is to be hoped that the introduction to that subject contained in the first part of Professor Webb's book will lead students to study other works in which railroad economics are more adequately treated.

A more accurate and descriptive title for Professor Webb's book would have been "The Technical Problems of Railroad Construction and Operation." The volume is not intended to be an engineering work, but rather a work for engineers, written to state some of the problems with which engineering science must deal. Considered from this point of view the book must prove useful in spite of the fact that it contains but a brief, and in the main non-technical, discussion of the complicated questions of operating expenses, motive power, car construction, tracks, train resistance, grades, curvature, etc.

The History of the Ohio Canals: Their Construction, Cost, Use and Partial Abandonment is an excellent piece of work. The Ohio State Archæological and Historical Society is to be commended for bringing about the preparation and publication of this volume. The work is divided into three parts: (1) History of the Ohio Canals, (2) Financial Management, (3) The Value to the State. Parts one and three were written by Mr. C. C. Huntington, and part two by Mr. C. P. McClelland. Mr. Huntington was a graduate student in the University of the State of Ohio, and Mr. McClelland was a member of the senior class at the time the volume was written. Both gentlemen worked under the direction of Dr. J. E. Hagerty, Professor of Political Science and Economics in the Ohio State University.

Such studies as this are much needed. The history of transportation in the United States has been as yet only partially covered. Fortunately, numerous young men are at work on different parts of the subject, and it is to be hoped that their work will result, in the not-distant future, in the publication of a large number of monographs similar to this one on the Ohio canals.

Every reader of this volume will be interested in the conclusions reached as to the future of canal transportation in Ohio. Mr. Huntington, the author of the concluding portion of the book, does not commit himself definitely to recommended that the state retain and enlarge its canals, but in discussing the question of whether the state should sell out or improve its waterways, he very clearly leans towards the retention and improvement of the canals by the state. He says: "The demand for transportation is increasing faster than facilities for transportation. Along the canal route are thousands of acres of coal undeveloped, besides many mines in operation. The uncertainty of our waterways hitherto has prevented the development of many industries."

... "It is probable, however, that two routes, one at the west and the other probably through the middle of the state or in the eastern part, would best accomplish the desired results."

EMORY R. JOHNSON.

University of Pennsylvania.

Smith, J. Allen. *The Spirit of American Government.* Pp. xvi, 409. Price, \$1.25. New York: The Macmillan Company, 1907.

In this volume Professor Smith undertakes to establish the thesis that the government of the United States under the Constitution is aristocratic or non-democratic. He asserts in effect that the constitutional convention of 1787 was a conspiracy to circumvent or prevent the free exercise of the